REVISION LETTER For Disc 24-2009 Licensed to npan. Printed on 18 Dec 2009. **JEPPESEN**

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Page 1

Changed chart(s) since Disc 23-2009

ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT PROCEDURE IDENT

INDEX REV DATE

EFF DATE

No revision activity since Disc 23-2009

TERMINAL CHART NOTAMS

No Chart NOTAMs for Airport UNAA

Airport Information

UNAA (Abakan)

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General Info

Abakan, RUS

N 53° 44.5' E 91° 23.1' Mag Var: 5.3°E

Elevation: 831'

Public, IFR, Customs

Fuel: Jet A-1

Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+7:00 uses DST

Runway Info

Runway 02-20 8202' x 262' grass Runway 02R-20L 10663' x 148' asphalt

Runway 02 (21.0°M) TDZE 831' Runway 02R (21.0°M) TDZE 831'

Lights: Edge, ALS

Displaced Threshold Distance 1640' Runway 20 (201.0°M) TDZE 831' Runway 20L (201.0°M) TDZE 824'

Lights: Edge, ALS

Displaced Threshold Distance 820'

Communications Info

ATIS **126.2** Non-English Abakan Approach Control **134.3** Abakan Start Radar **122.0**

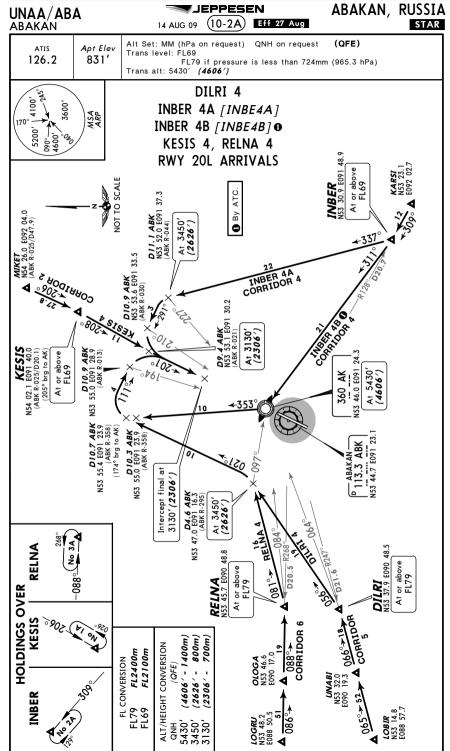
Notebook Info

ABAKAN, RUSSIA JEPPESEN UNAA/ABA ABAKAN 10-2 Eff 27 Aug STAR 14 AUG 09 (QFE) Alt Set: MM (hPa on request) Apt Elev ATIS 126.2 831 FL79 if pressure is less than 724mm (965.3 hPa) Trans alt: 5430' (4599') DILRI 2, INBER 2, KESIS 2 4100 MIKET 20, RELNA 2 At or above FL69 RWY 02R ARRIVALS 5200' At or above 4770' (3939') By ATC. 733 A N53 43.2 E091 3 360 AB N53 41.9 E091 Intercept final at 2480' (1**649**') At 2800' (1969') Between FL138 & FL79 MIKET 2 **KESIS** 02.1 E091 40.0 (205° brg to AB) At or above PEL69 088° (No 3AA) RELNA At 2800' (1969') HOLDINGS OVER At 2800' (1969') **KESIS** At 2800' (1969') At or above FL79 **RELNA** N53 45.7 E090 INBER D20.5 R ALT/HEIGHT CONVERSION FL4200m FL2400m FL2100m FL 138 FL42° FL 139 F' FL 69 **UNABI** N53 32.0 E090 19.3

CHANGES: Holding over RELNA established; UNAU renamed KARSI

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ABAKAN, RUSSIA **JEPPESEN** UNAA/ABA ABAKAN 10-3 Eff 27 Aug SID QNH on request (QFE) Apt Elev Trans level: FL69 8311 FL79 if pressure is less than 724mm (965.3 hPa) Trans alt: 5430' (4599') (989' - 300m) (1969' - 600m) (4599' - 1400m) ALT/HEIGHT CONVERSION QNH (*QFE*) 1820' (*989'* - *300m*) 2800' (*1969'* - *600m*) 5430' (*4599'* - *1400m*) ADIRA 1, BALAR 1, DILRI 1 FL 1500m FL2100m FL2400m FL2700m FL CONVERSION FL49 FL1500m FL69 FL2100m FL79 FL2400m FL89 FL2700m GUMRO 1, RELNA 1 **RWY 02R DEPARTURES** At or above FL69 At or above FL69 At 1820' (**989**') but not before ABK 2.7 DME **KEDRA** N54 23.0 E091 30.0 360 AK | ... ADIRA СОВВІВОВ GUMBO At or above FL89 N53 100 At or above FL79 **DIĽRI** N53 37.9 E090 f unable to comply, climb via AB, height as directed These SIDs require ADIRA 1: 255' BALAR 1: 255' Gnd speed-KT 255' per NM COHRIDOR 6 At or above FL79 4100 3600

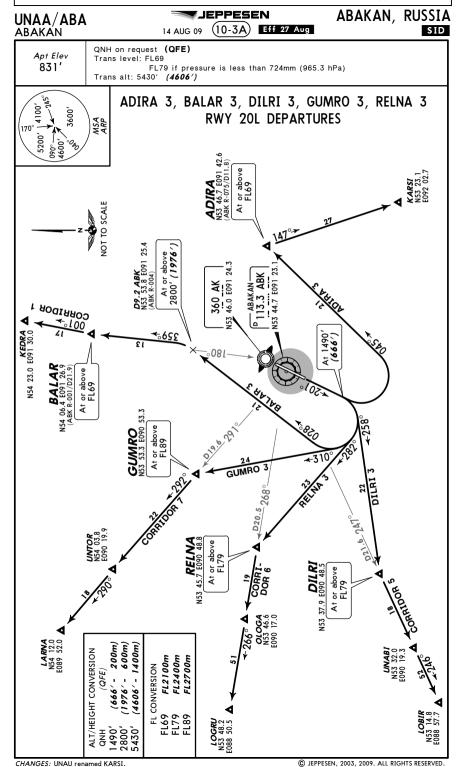
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CHANGES: UNAU renamed KARSI

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JEPPESEN

Licensed to npan. Printed on 18 Dec 2009 JeppView 3.6.3.1 NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 24-2009 ABAKAN, RUSSIA UNAA/ABA # JEPPESEN Apt Elev 831' N53 44.5 E091 23.1 2 MAR 07 (10-9) Eff 15 Mar **ABAKAN** ATIS *ABAKAN Start (GND/TWR) 126.2 122.0 V 889, \triangle REPAIR BASE NOT TO SCALE LEGEND A Taxiroute Stands 20 thru 24 available for helicopters. 1 Taxiwav

IL-62, IL-86 & AN-124 acft shall execute 180° Parking position turn only on two south turn pads of rwy 02R. Taxiing via twy 3 is at reduced speed strictly along the centerline under inner engines power. Birds in vicinity of apt. PARKING POSITIONS STAND COORDINATES

B837 Lctr N53 45.8 E091 23.5 1, 2 1000 2000 3000 4000 5000 19 thru 22 N53 44.5 E091 23.5 V₈₈₃, 0 500 1000 1500 23, 24 N53 44.5 E091 23.4

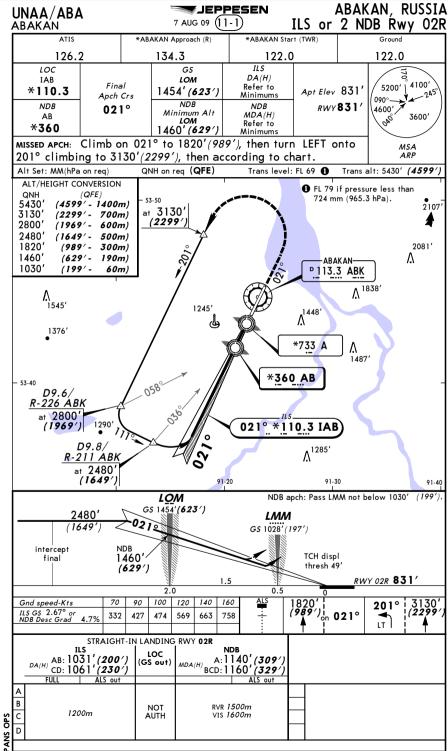
ADDITIONAL RUNWAY INFORMATION LANDING BEYOND-Threshold Glide Slope TAKE-OFF RWY WIDTH 02 262' Grass runway 80m 20 9022' 2750m | 8005' 2440m 02R 148' RL (60m) ALS RVR 9843' 3000m | 8859' 2700m | 10,171' 3100m 45m 20L

● First 492'/150m unusable for take-off.

TAKE-OFF AIR CARRIER (JAA) All Rwys LVP must be in force RCLM (DAY only) RCLM (DAY only) 250m 400m 300m

CHANGES: Notes. Usable lengths. © JEPPESEN SANDERSON, INC., 1998, 2007. ALL RIGHTS RESERVED.

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JEPPESEN Licensed to npan. Printed on 18 Dec 2009. NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 24-2009 JeppView 3.6.3.1 JEPPESEN ABAKAN, RUSSIA UNAA/ABA 7 AUG 09 (11-2) ILS or NDB Rwy 20L ABAKÁN *ABAKAN Approach (R) *ABAKAN Start (TWR) ATIS 126.2 134.3 122.0 122.0 LOC ILS DA(H) D2.7 ABK IAK Final ′ 5200′ ۱[°] 4100′ Refer to Minimums Apt Elev 831 *109.9 1611' (787') Apch Crs 090°-RWY824' NDB NDB 201° NDB MDA(H) 4600' Minimum Alt 3600' Refer to *360 No FAF Minimums MISSED APCH: Climb on 201° to 1490'(666'), then turn RIGHT onto MSA 021° climbing to 3460′(2636′), then according to chart. ARP Alt Set: MM(hPa on reg) QNH on req (QFE) Trans level: FL 69 1 Trans alt: 5430' (4606') Ground proximity warning system activation is possible on final. ALT/HEIGHT CONVERSION • 2097' D10.7/ R-358 ABK 1110 ONH (QFE) (4606' 1400m) 5430' D10.9/R-013 ABK at 3460' (2636') (2636' - 800m) 3460' - 53-55 3130' (2306' - 700m) 1490' (666' - 200m) 1956' at 3130' (2306') 1864 1536' UNDESIGN • _{2350′} 1543' PROHIBITED AREA 1 FL 79 if pressure less than 724 mm (965.3 hPa). 2107' - 53-50 1310' 201° *109.9 IAK **D2.7**ABK Λ²⁰⁸¹′ MKR. *360 AK at 3460' 53-45 (2636) V₁₈₃₈, Λ₁₅₄₅, 1245 1448' Λ ABAKAN-• 1376′ Λ1487 □ 113.3 ABK 91-20 91-30 91-10 91-40 NDB/MKR **D2.7**ABK G\$1611'(787') GS1152' (328') 3130 .201° TCH displ intercept final thresh 44' RWY 20L 824' 0.8 1490' (666') on 201° Gnd speed-Kts 70 90 100 120 140 160 3460' (**2636**') 021° ILS GS 3.17° or NDB Desc Grad 5.5% 398 512 569 683 797 STRAIGHT-IN LANDING RWY 20L _{DA(H)} ABC: 1024' (200') LOC MDA(H) ABC:1480' (656') D:1650' (826') (GS out) D:1119'(295') ALS out ALS out 1200m 3200m NOT AUTH 1400m 4400m

CHANGES: Communications.

